

MITIGATION MONITORING AND REPORTING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
Land Use			
1-1	Development applications involving the construction of any of the permitted land uses identified in the specific plan and listed in the “General Land-Use Compatibility Matrix” (see Table 4.1-4 in the DEIR) shall be accompanied by the submittal to the Director of a site-specific and use-specific analysis that addresses the potential land use conflicts identified therein and identifies the design measures (such as landscaping, screening, etc.), site planning measures (such as setbacks, massing), development standards in the LCRSP, and such other measures that will be employed to ensure compatibility among adjacent land uses. Development applications for conditionally permitted land uses within the Village Commercial Center designation, and other designations if necessary, shall submit a site-specific and use-specific analysis to the Director in the same manner as for permitted uses and shall also complete additional environmental review under the California Environmental Quality Act (CEQA) if the proposed development may cause a new significant environmental impact that has not been fully analyzed and disclosed in accordance with CEQA. Should the resulting investigation indicate the absence of any significant environmental effects, the Director may administratively grant authorization for such use. However, if mitigation measures are identified, those measures shall be imposed as subsequent conditions of approval for individual development projects. For the purpose of environmental compliance, “adjacent” shall be defined as directly abutting and shall not include uses separated by a street public or private right-of-way or designated open space area.	Development Services Director	Ongoing
1-2	No grading, landscape, and street improvement plans shall be approved or authorized within the recorded easements of Calnev Interstate Pipeline (Calnev) and Southern California Gas Company’s (SoCalGas) natural gas transmission pipelines until approved by the City and the utility company and/or pipeline operator.	Development Services Director	Ongoing
1-3	The specific plan land-use map shall be modified to depict the existing alignment of the recorded easement for the Calnev Interstate Pipeline and Southern California Gas Company’s natural gas transmission pipelines where they traverse the project site. No habitable structures or structures that would impede access to the pipeline easement shall be placed within the easement area, unless otherwise approved by SoCalGas or Calnev.	Development Services Director	Ongoing

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1-4	With the exception of open space, prior to approving any land use within an area designated as a “high consequence area” pursuant to Title 49, Part 92, Subpart O of the Code of Federal Regulations (CFR) for covered pipeline segments (as defined in 49 CFR 192.903), if any, of the Calnev Interstate Pipeline and Southern California Gas Company’s natural gas transmission pipelines located within the project boundaries, the Applicant shall provide to the City if available a copy of the pipeline integrity management plan, as prepared by the pipeline operator pursuant to 49 CFR 192.907. The submittal of the pipeline integrity management plan is intended for the purpose of public disclosure and informed decision making and is not determinant of any project-level entitlements with regards to those properties subject thereto.	Development Services Director	Ongoing
1-5	The “Lytle Creek Ranch Specific Plan” identifies two sites that are proposed as school sites for an elementary school and an elementary/middle school. Prior to the submittal of any “B” level tentative subdivision map (excluding any “A” level subdivision map for financing purposes only) designating a potential school site or joint-use site which is intended to be made available for use by a local school district, if required, the Applicant shall consult with the Rialto Unified School District (RUSD) regarding the RUSD’s school site selection process and obtain the RUSD’s consent to include a potential school site or joint-use site as part of the tentative subdivision map application. Prior to acquisition of the school site, the RUSD shall prepare an initial school site evaluation, in accordance with the California Department of Education’s (CDE) School Facilities Planning Division’s SFPD 4.0 (Initial School Site Evaluation) (CDE, Revised July 2009) which shall include a “school site pipeline risk analysis” in accordance with the CDE’s “Guidance Protocol for School Site Pipeline Risk Analysis” (CDE, 2007) or such alternative analytical methodology as may be designated by the benefitting school district and acceptable to the CDE.	Development Services Director	Tentative “B” Map Approval
1-6	Prior to the approval of any tentative “B” level tentative subdivision map (excluding any “A” level subdivision map for financing purposes only) allowing for residential development or other sensitive land uses on lands abutting active mining areas, the Applicant shall delineate on the plan or map a buffer zone (which might be inclusive of road right-of-way) from the edge of those active mining areas of a width and configuration acceptable to the City and the Applicant shall incorporate within that buffer zone solid fencing, with a minimum height of not less than six feet above finish grade, and landscaping of a type and intensity acceptable to the City.	Development Services Director	Tentative “B” Map Approval

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1-7	In order to avoid potential conflicts with the United States Forest Service's resource management plans, prior to the approval of any tentative tract map on lands abutting the National Forest, the Applicant shall prepare a land-line survey delineating the project's boundaries relative to boundaries of the San Bernardino National Forest. The Applicant shall avoid disturbance to all public land survey monuments, private property corners, and forest boundary markers. In the event that any such land markers or monuments on National Forest System lands are destroyed by an act or omission of the Applicant, depending on the type of monument destroyed, the Applicant shall reestablish or reference same in accordance with: (1) the procedures outlined in the "Manual of Instructions for the Survey of the Public Land of the United States"; or (2) the specifications of the County Surveyor; or (3) the specifications of the Forest Service. Further, the Applicant shall ensure that any such official survey records affected are amended, as provided by law.	Development Services Director	Tentative "B" Map Approval
1-8	With the exception of Planning Area 15 which is subject to a 24-foot building setback requirements, unless otherwise approved by the responsible fire authority or a lesser setback is approved by the Director upon receipt of a use-specific application, design and development plans shall include a minimum 25-foot building setback from adjoining National Forest System lands. Landscape plans for the setback area shall, to the extent feasible, utilize plant materials indigenous to the San Bernardino National Forest.	Development Services Director	Ongoing
1-9	Prior to the approval of any tentative "B" level tentative subdivision map (excluding any "A" level subdivision map for financing purposes only), the Applicant shall submit documentation, acceptable to the City Engineer, demonstrating the availability of potable water supplies, the sufficiency of fire flow, and the capacity of wastewater conveyance and treatment systems to the area of and adequate to support the level of development that would be authorized within the tract map area and/or the Applicant's plans and performance schedule for the delivery, to the tract map area, of those requisite services and systems.	Development Services Director	Tentative "B" Map Approval
1-10	If, as a result of the implementation of the proposed flood control improvements or other Applicant-initiated actions, the boundaries of the 100-year flood zone are modified or would likely be modified as a result thereof, the Applicant shall prepare and submit to the Federal Emergency Management Agency (FEMA), with proof of delivery to the City Engineer, a letter of map amendment (LOMA), including appropriate mapping and hydrologic analyses, requesting that FEMA revise the designation of affected on-site and off-site areas.	City Engineer	Ongoing

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1-11	When a warehousing or a distribution center is proposed within 1,000 feet of an existing on-site or off-site sensitive receptor or within 1,000 feet of an on-site planning area designated for residential, school-related, or recreational use, the Applicant shall submit and, when acceptable, the Director shall approve a “good neighbor” plan, including the minimization of cut-through traffic and on-street parking, detailing each project’s site design elements, operational strategies, and other proposed actions to minimize potential land-use and associated impacts attribute to that use upon those receptors. Implementation of the “good neighbor” site design elements, operational strategies, and other proposed actions, as approved by the Director, shall be adopted as conditions of approval for the associated warehousing or distribution center.	Development Services Director	Building Permit Issuance
1-12	Prior to the recordation of any final subdivision map, including both “A” level and “B” level maps, for any portion of Neighborhoods I and IV, those areas shall be annexed into the City and such map shall not be effective until annexation of such property to the City has been completed to the satisfaction of the Director. If annexation has not been completed within one year of the approval of any tentative subdivision map for any portion of Neighborhoods I and IV, then the approval of such map shall be null and void. No subdivision of unincorporated lands shall be effected by approval of any map by the City unless annexation thereof to the City has been completed prior to the approval of the final map thereof.	Development Services Director	Final “A” and “B” Map Approval
Geology and Soils			
3-1	<p>All development activities conducted on the Project site shall be consistent with the following:</p> <p>(1) The recommendations contained in the following studies: “EIR Level Geotechnical Review, Lytle Creek Ranch Land Use Plan, City of Rialto, San Bernardino County, California” (GeoSoils, Inc., May 22, 2008) and “Updated Geological and Geotechnical EIR Level Review of Documents Pertaining to the Lytle Creek Ranch Land Use Plan, City of Rialto, County of San Bernardino, California” (Pacific Soils Engineering, Inc., September 3, 2008), including but not limited to measures such as those listed below, provided the recommendations meet the conditions specified in Subsection (3) of this Mitigation Measure.</p> <ul style="list-style-type: none"> – Use of engineered foundation design and/or ground-improvement techniques in areas subject to liquefaction-induced settlement; – Use of subdrains in canyon areas or within fill lots underlain by bedrock; 	City Engineer	Ongoing

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	<ul style="list-style-type: none"> – Use of buttress or stabilization fills with appropriate factors-of-safety (including placing compacted non-structural fill against existing slopes subject to erosion/failure); – Engineering design incorporating post-tension/structural slabs, mat, or deep foundations; or <p>(2) Alternative recommendations based on the findings of a site-specific, design-level geologic and geotechnical investigation(s) and approved by the City Engineer, including but not limited to the use of proven methods generally accepted by registered engineers to reduce the risk of seismic hazards to a less than significant level, provided such recommendations meet the conditions specified in Subsection (3) of this Mitigation Measure.</p> <p>(3) All recommendations shall comply with or exceed applicable provisions and standards set forth in or established by:</p> <ul style="list-style-type: none"> (a) California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117" (Special Publication 117); (b) The version of the Uniform Building Code (UBC), as adopted and amended by the City of Rialto, in effect at the time of approval of the investigation(s) by the City Engineer; (c) Relevant State, County and City laws, ordinances and Code requirements; and (d) Current standards of practice designed to minimize potential geologic and geotechnical impacts. 		
3-2	<p>Prior to the approval of a tentative "B" level subdivision map for residential or commercial development proposed as part of the Project (excluding any "A" level subdivision map for financing purposes only), the Project Applicant shall:</p> <p>(1) Submit to the City of Rialto Building & Safety Division a site-specific, design-level geotechnical and geologic investigation(s) prepared for the Project by a registered geotechnical engineer. The investigation(s) shall comply with all applicable State, County and City Code requirements and:</p>	City Engineer	Tentative "B" Map Approval

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	<p>(a) Document the feasibility of each proposed structure and its associated use based on an evaluation of the relevant geotechnical, geologic, and seismic conditions present at each structure's location using accepted methodologies. Included in this documentation shall be verification of soil conditions (including identification of organic and oversized materials) and a specific evaluation of collapsible and expansive soils;</p> <p>(b) Determine structural design requirements prescribed by the version of the UBC, as adopted and amended by the City of Rialto, in effect at the time of approval of the investigation(s) by the City Engineer, to ensure the structural integrity of all proposed development; and</p> <p>(c) In addition to the recommendations included in Subsections (1) and (2) of Mitigation Measure 3-1, include site-specific conditions, recommendations and/or measures designed to minimize risks associated with surface rupture, ground shaking, soil stability (including collapsible and expansive soils), liquefaction and other seismic hazards, provided such conditions, recommendations and/or measures meet the conditions set forth in subsection (3) of Mitigation Measure 3-1. Such measures shall specify liquefaction measures such as deep foundations extending below the liquefiable layers, soil cover sufficiently thick over liquefaction soil to bridge liquefaction zones, dynamic compaction, compaction grouting, and jet grouting. In accordance with Special Publication No. 117, other measures may include edge containment structures (e.g., berms, retaining structures, and compacted soil zones), removal or treatment of liquefiable soils, reinforced shallow foundations, and other structural design techniques that can withstand predicted displacements.</p> <p>(2) Unless otherwise modified, all conditions, recommendations and/or mitigation measures contained within the geotechnical and geologic investigation(s), including the imposition of specified setback requirements for proposed development activities within Alquist-Priolo Earthquake Fault Zones, shall become conditions of approval for the requested development.</p> <p>(3) The Project structural engineer shall: review the geotechnical and geologic investigation(s); provide any additional conditions, recommendations and/or</p>		

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	<p>mitigation measures necessary to meet UBC requirements; incorporate all conditions, recommendations and/or mitigation measures from the investigation(s) in the structural design plans; and ensure that all structural plans for the Project meet the requirements of the version of the UBC, as adopted and amended by the City of Rialto, in effect at the time of approval of the investigation(s) by the City Engineer.</p> <p>(4) The City Engineer shall: review the geotechnical and geologic investigation(s); approve the final report; and require compliance with all conditions, recommendations and/or mitigation measures set forth in the investigation(s) in the plans submitted for grading, foundation, structural, infrastructure and all other relevant construction permits.</p> <p>(5) The City Building & Safety Division shall: review all Project plans for grading, foundation, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical and geologic investigation(s) and other applicable Code requirements.</p>		
3-3	<p>In recognition of the potential lateral forces exerted by predicted seismic activities, habitable structures that may be located on the Project site and which are located within the defined Alquist-Priolo Fault-Rupture Hazard Zones shall not be over two stories in height. Habitable structures of greater height within defined Alquist-Priolo Fault-Rupture Hazard Zones may only be permitted following the submittal of a subsequent site-specific, design-level geologic and geotechnical investigation(s) and its approval by the City Engineer and, at a minimum, the imposition of both the recommendations contained therein and such additional conditions as may be imposed by the City Engineer, including but not limited to the use of proven methods generally accepted by registered engineers to reduce the risk of seismic hazards to a less than significant level, provided such recommendations meet the conditions specified in Mitigation Measure 3-1, Subsection (3).</p>	City Engineer	Ongoing
3-4	<p>At a minimum, pending the development of seismic hazard zone maps encompassing the project site by the State Geologist under the Seismic Hazard Mapping Act (Sections 2690-2698.6, Public Resources Code), prospective purchasers of real property within the LCRSP shall be provided a copy of San Bernardino County General Plan – Hazard Overlay Map or similar information disclosing the potential presence of seismic hazards, including liquefaction susceptibility and earthquake-induced landslide susceptibility. This condition does not replace, negate, or otherwise alter any existing obligations between sellers, their</p>	Development Services Director	Ongoing

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	agencies, and prospective purchases as may be established by the California Department of Real Estate or under State law.		
Hydrology and Water Quality			
4-1	Prior to the approval of any subdivision map (except for an “A” level map for financing purposes only) in which dry extended detention basins or wet ponds are located, the Applicant shall prepare and, when acceptable, the City Engineer shall accept an inspection plan for each of the basins demonstrating that routine inspections for possible vector harborage will be performed monthly within 72 hours after a storm event or under such alternative inspection schedule as may be determined by the City Engineer.	City Engineer	Tentative “B” Map Approval
4-2	Source Control BMPs. The following source control BMPs, or such other comparable measures as may be established by the City Engineer, shall be adopted as a condition of approval for subsequent tract maps approved by the City within the project boundaries. (1) The master homeowners’ association (HOA) and/or property owners’ association (POA) will be given a copy of the SWQMP. Annually, the representatives of the HOA/POA, their employees, landscapers, property managers, and other parties responsible for proper functioning of the BMPs shall receive verbal and written training regarding the function and maintenance of the project’s BMPs. The homeowners will be provided annual notices of water quality issues through an association-published newsletter. (2) Vegetated buffer strips shall be properly maintained with vegetation but not overly fertilized. (3) Resident education and participation will be implemented to manage pollutants that contribute to biological oxygen demand. For example, residents shall be encouraged to keep pets on leashes and to remove feces in order to limit organic material in storm water runoff. Residents shall be further encouraged to irrigate their properties at certain times of the day in order to limit nuisance flow runoff carrying pesticides and other organic material. (4) Vehicle leak and spill control shall be implemented by educating and requiring vehicle and equipment maintenance, proper vehicle and maintenance fueling, and education of how to handle accidental spills. Stringent fines shall be applied to those who violate these requirements and participate in illegal dumping of hazardous material. Street and storm drain maintenance controls shall be put in place with signs posted prohibiting illegal dumping into street and storm drains. (5) Household hazardous waste collection facilities shall be put into place for proper disposal of fertilizers, pesticides, cleaning solutions, paint products, automotive products, and swimming pool chemicals. Proper material storage control shall be	City Engineer	Tentative “B” Map Approval

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	encouraged to keep materials from causing groundwater contamination, soil contamination, and storm water contamination.		
4-3	Water Quality Monitoring. Prior to the issuance of any grading permits, the Applicant shall submit, and when acceptable, the City Engineer shall approve, a long-term water monitoring program designed to ensure that the project's proposed BMPs meet or exceed applicable water quality standards established by the California Regional Water Quality Control Board, Santa Ana Region (SARWQCB) and contained in the then current NPDES Permit. In accordance with that program, the Applicant shall institute regularly testing of the water quality at the storm drainage outlets within Lytle and Sycamore Creeks. If the monitoring program's test results determine that the water quality standards established by the SARWQCB are not being met, corrective actions acceptable to the SARWQCB and the City Engineer shall be promptly taken to improve the quality of surface runoff discharged from the outlets to a level in compliance with the adopted SARWQCB standards.	City Engineer	Issuance of Grading Permit
4-4	Final Design Plans. Prior to the issuance of grading permits in Neighborhoods II, III, or IV, final design plans for the proposed Lytle Creek flood control revetment shall be submitted to, and when deemed acceptable, approved by the City Engineer. As determined by the City Engineer, the final design of the Lytle Creek flood control revetment shall provide adequate structural protection for affected I-15 Freeway bridge structures. Design for the toe-down of the Lytle Creek west bank revetment shall take into account the maximum scour potential that may occur at the I-15 Freeway bridge to ensure that adequate protection is provided for both adjacent on-site and off- site development area and the bridge structure.	City Engineer	Issuance of Grading Permit
4-5	Continuity of Flood Control Revetment and Levees. If Cemex USA has not completed the repairs to its South Pit levee for which it obtained authorizations under Streambed Alteration Agreement 1600-2006-0256-R6 and Nationwide Permit No. 3 (USACE No. SPL-2006-1460) by the time that the Applicant is constructing its revetment for Neighborhoods II or III, subject to the existing agreement between Cemex USA and the Applicant, the Applicant shall undertake those repairs to the Cemex USA levee in connection with the Applicant's other off-site improvements to approximately 2,000 linear feet of the Cemex USA levee adjacent to Neighborhood II.	City Engineer	Issuance of Grading Permit Neighborhoods II and III Only

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Biological Resources			
5-1	<p>Riversidean Alluvial Fan Sage Scrub. Two alternative compensatory approaches to Riversidean alluvial fan sage scrub (RAFSS) mitigation have been identified and are described herein. The first approach is based on an “appropriately-scaled ratio” of acres to be preserved to acres to be impacted. The second approach is based on a “habitat equivalency analysis” (HEA) incorporating the measurement and comparative analysis of common ecological metrics (or indicators) between impacted sites and mitigation sites such that the functions and values between those areas can be demonstrated to be reasonably equivalent.</p> <p>Mitigation Based on Appropriately-Scaled Ratios. Impacts to 519.6 acres (478.0 acres of permanent and 41.6 acres of temporary impacts) of RAFSS may be mitigated at a minimum mitigation ratio of 2:1 (replacement:disturbance) through the preservation of 1,039.2 acres of alluvial fan sage scrub (AFSS) vegetation both on and off the project site. This shall be accomplished, in part, by the preservation of 395.4 acres of RAFSS on the site and the preservation of existing and/or the enhancement, restoration, or creation of AFSS off the site, on private and/or public lands.</p> <p>The Applicant’s acquisition of qualifying off-site and/or dedication of qualifying on-site AFSS habitat and/or the Applicant’s securing of appropriate rights and authorization allowing for the preservation, enhancement, restoration, and/or creation of protected habitat on public and/or private lands, together with adequate funding to achieve the necessary preservation, enhancement, restoration, and/or creation, shall be secured by the Applicant at a minimum ratio of 2:1 (replacement:disturbance) prior to directly impacting RAFSS habitat for grading, grubbing, construction, and/or fuel modification activities.</p> <p>Prior to the issuance of any permits and/or approvals that would result in the removal of RAFSS habitat, the Development Services Director (Director) shall verify that the Applicant has secured sufficient and appropriate AFSS habitat (whether on and/or off the site) to be preserved, enhanced, restored, and/or created to fulfill this 2:1 mitigation ratio, based on the amount of RAFSS habitat that would be removed under the then-issued grading, clearing, or grubbing permits, and has delivered to the City a binding instrument ensuring the</p>	Development Services Director	Issuance of Grading Permit

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	<p>implementation of the specified action.</p> <p>Mitigation Based on Habitat Equivalency Analysis. An alternative method for determining the extent and location of mitigation lands for impacts to RAFSS is to calculate the amount of compensatory acreage of RAFSS habitat to be provided based upon a “habitat equivalency analysis” (HEA). The basic steps that shall be used for implementation of the HEA approach are: (A) determine the extent of potential impact; (B) determine the value of candidate mitigation site(s); and (C) determine required mitigation.</p> <p>Prior to issuance of any grading permit that would result in the removal of RAFSS, the Director shall verify that the Applicant has: (1) applied the HEA metrics to the acres of RAFSS to be removed; (2) determined the appropriate set of mitigation/conservation activities to apply to the mitigation lands (in accordance with the ecological currency established by the HEA metrics); and (3) has assured that the mitigation lands will serve as mitigation in perpetuity and assured that long-term management will be provided.</p> <p>The provision of compensatory resources and/or the acquisition of mitigation credits to offset impacts shall be secured by the Applicant prior to removing RAFSS for grading, grubbing, construction, and/or fuel modification activities. Prior to the issuance of any permits and/or approvals resulting in the removal of RAFSS, the Director shall verify that the Applicant has secured sufficient and appropriate RAFSS habitat conservation credits (whether on and/or off the site) based on the amount of RAFSS habitat that would be removed under the then-issued grading, clearing, or grubbing permit and has delivered to the City a binding instrument ensuring the implementation of the specified action.</p> <p>The Applicant shall assure, to the satisfaction of the Director, that the compensatory acreage and/or mitigation credits to serve as mitigation will be secured to serve its specified function and that the appropriate long-term management of this habitat will be provided. Such assurance shall include those performance measures and guarantees as may be reasonably required by the Director to ensure the fulfillment of the intent of this measure.</p> <p>At the Applicant’s sole expense, the City may select and hire a qualified biologist(s) to provide technical consultation, third-party review, and independent oversight of specified</p>		

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	biological mitigation. At its sole discretion, the City's acceptance of any Applicant-nominated compensatory resources and/or mitigation credits shall occur prior to the issuance of any permits and/or approvals resulting in direct impacts to RAFSS and any such permits or approvals shall be conditioned with the details of those actions which are to be implemented.		
5-2	<p>Other Sensitive Riparian Communities. Mitigation for direct impacts to approximately 1.7 acres of southern cottonwood willow riparian shall include preservation, enhancement, and restoration of a minimum combined 3.4 acres within the existing and available mule fat scrub, southern willow scrub, and southern cottonwood willow riparian habitat within the Sycamore Flat East riparian corridor. This mitigation represents a minimum 2:1 (replacement:disturbance) mitigation ratio.</p> <p>Prior to issuance of any permits or approvals that would result in the removal of RAFSS, the Director shall verify that the Applicant has secured sufficient qualifying RAFSS habitat to be preserved, enhanced, restored, and/or created to conserve habitat functions and values equivalent to the functions and values of habitat that would be removed under the then-issued grading permits for the project, as determined through the HEA approach.</p> <p>The Applicant's acquisition of qualifying off-site and/or dedication of qualifying on-site riparian habitat and/or the Applicant's securing of appropriate rights and authorization allowing for the preservation, enhancement, restoration, and/or creation of protected habitat on public and/or private lands, together with adequate funding to achieve the necessary preservation, enhancement, restoration, and/or creation, shall be secured by the Applicant at a minimum ratio of 2:1 prior to directly impacting southern cottonwood willow riparian habitat for grading, grubbing, construction, and/or fuel modification activities. Prior to the issuance of any permits and/or approvals resulting in the removal of southern cottonwood willow riparian habitat, the Director shall verify that the Applicant has secured sufficient and appropriate riparian habitat (whether on and/or off the site) to be preserved, enhanced, restored, and/or created to fulfill this 2:1 mitigation ratio, based on the amount of southern cottonwood willow riparian habitat that would be removed under the then-issued grading, clearing, or grubbing permit, and has delivered to the City a binding instrument ensuring the implementation of the specified action.</p> <p>The Applicant shall assure, to the satisfaction of the Director, that the compensatory acreage</p>	Development Services Director	Issuance of Grading Permit

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	to serve as mitigation will be secured to serve its specified function and that this function will continue over the long term. Such assurance shall include those performance measures and guarantees as may be reasonably required by the Director to ensure the fulfillment of the intent of this measure.		
5-3	<p>Jurisdictional Waters. Prior to the issuance of any grading permits affecting State and/or federal jurisdictional waters, the Applicant shall provide the Director with documentation, as may be deemed acceptable by the Director, demonstrating the Applicant's ability and binding commitment to provide the following compensatory resources: (1) the preservation, restoration, and/or enhancement (individually or in combination) of USACE jurisdictional waters on or off the site (within the watershed) at a ratio of no less than 1:1 (replacement:disturbance); and (2) preservation, restoration, and/or enhancement (individually or in combination) of CDFG jurisdictional areas on or off the site (within the watershed) at a ratio of no less than 1:1. Temporary impacts to jurisdictional waters may be mitigated through restoring affected areas to pre-project conditions, followed by hydroseeding with native plant species typical of the area.</p> <p>Prior to issuance of any grading permit for work in jurisdictional waters, as applicable, the Applicant shall provide the City with evidence of the Applicant's receipt of a Section 404 permit issued by the United States Army Corps of Engineers (USACE), a Section 1600 streambed alteration agreement with California Department of Fish and Game (or other evidence of compliance with Section 1600 et seq. of the California Fish and Game Code), Section 401 water quality certification issued by the Regional Water Quality Control Board, Santa Ana Region and shall provide the Director with an agency approved habitat mitigation and monitoring plan (HMMP), prepared pursuant to USACE guidelines.</p>	Development Services Director	Issuance of Grading Permit
5-4	Least Bell's Vireo. Mitigation for direct impacts to approximately 2.9 acres of least Bell's vireo (LBV) habitat (including the loss of 1.2 acres of mule fat scrub and 1.7 acres of southern cottonwood willow riparian within Neighborhood II) shall include on-site preservation, restoration, and enhancement of southern willow scrub and adjacent mule fat scrub habitat at a minimum 2:1 (replacement:disturbance) ratio. Mitigation shall be accomplished through the enhancement and/or restoration of lands within the Sycamore Flat East riparian corridor. Mitigation shall include a combination of enhancement and restoration of approximately 5.8 acres within the existing Sycamore Flat East riparian corridor and adjacent floodplain to	Development Services Director	Ongoing

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	<p>improve the quality of habitat for this species.</p> <p>Potential indirect impacts to LBV shall be mitigated by implementing the following measures during all construction activities within 300 feet of potential LBV habitat: (1) to the extent feasible, grading and other construction activities within 300 feet of potential LBV habitat should take place outside the breeding season (March 15 to September 15); if grading or construction activities occur during breeding season, the mitigation measures in items (8)-(11) below shall be implemented; (2) to the extent practicable, all potential LBV habitat to be removed by the project should be cleared outside the breeding season (March 15 to September 15); if grading or construction activities occur during breeding season, the mitigation measures in items (8)-(11) below shall be implemented; (3) construction limits in and around LBV potential habitat shall be delineated with flags and fencing prior to the initiation of any grading or construction activities; (4) prior to grading and construction a training program shall be developed and implemented to inform all workers on the project about listed species, sensitive habitats, and the importance of complying with avoidance and minimization measures; (5) all construction work shall occur during the daylight hours; (6) noise from construction activities shall be limited to the extent possible through the maximum use of technology available to reduce construction equipment noise; (7) two brown-headed cowbird traps shall be installed and maintained within the general vicinity (within 500 feet) of the habitat for five years. Additional measures shall be taken for all construction activities within 300 feet of potential LBV habitat during the breeding season (March 15 to September 15) and are set forth in items (8)-(11) herein; (8) pre- construction surveys shall be conducted within one week prior to initiation of construction activities and all results forwarded to the USFWS and CDFG; focused surveys shall be conducted for LBV during construction activities; (9) if at any time LBV are found to occur within 300 feet of construction areas, the monitoring biologist shall inform the appropriate construction supervisor to cease such work and shall consult with the USFWS and CDFG to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures shall be taken to ensure LBV are not affected; (10) monitoring by a qualified acoustician shall be conducted as needed to verify noise levels are below 60 dBA required within identified, occupied LBV territories; if the 60 dBA requirement is exceeded, the acoustician shall make operational changes and/or install a barrier to alleviate noise levels during the breeding season; and (11) installation of any noise barriers and any other</p>		

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	corrective actions taken to mitigate noise during the construction period shall be communicated to the USFWS and CDFG.		
5-5	Nesting Birds. To protect nesting birds regulated by the federal Migratory Bird Treaty Act, to the extent feasible, vegetation removal activities shall be scheduled between September 1 and February 14 to avoid the nesting bird season. If clearing and/or grading activities cannot be avoided during the nesting season, all suitable habitat will be thoroughly surveyed for the presence of nesting birds by a qualified biologist prior to removal. If any active nests are detected, the area will be flagged, along with a minimum 100-foot buffer (buffer may range between 100 and 300 feet as determined by the monitoring biologist) and will be avoided until the nesting cycle is complete or it is determined by the monitoring biologist that the nest has failed. A biologist will be present on the site to monitor any vegetation removal to ensure that nests not detected during the initial survey are not disturbed.	Development Services Director	Issuance of Grading Permit
5-6	Burrowing Owl. In order to avoid impacts to any burrowing owls that may colonize the development impact footprint prior to commencement of construction activities, a Phase III protocol survey shall be conducted within 30 days prior to commencement of any ground disturbance activities (California Burrowing Owl Consortium, 1993). This pre-construction survey would entail four separate days between two hours before sunset to one hour after or one hour before sunrise to two hours after. This survey applies during both the breeding season (February 1 through August 31) as well as the non-breeding season when wintering owls are most likely detected if present (December 1 through January 31). If burrowing owls are detected within the development impact footprint or within approximately 150 feet of the impact area, on-site passive relocation would be conducted during the non-breeding season in accordance with the established protocol (California Burrowing Owl Consortium, 1993).	Development Services Director	Issuance of Grading Permit
5-7	San Bernardino Kangaroo Rat. In order to effectively mitigate the project-related impacts to the San Bernardino kangaroo rat (SBKR), a combination of several measures shall be implemented including: (1) avoidance, preservation, and creation of on-site habitat; (2) preservation, creation, and connectivity of off-site habitat; (3) avoidance and minimization of direct individual SBKR mortality during construction; (4) minimization of indirect individual SBKR mortality through edge effects; and (5) management programs to assure the ability to sustain on- site and off-site SBKR populations in the long-term. Implementation of these measures shall result in the preservation of a minimum of 316.2	Development Services Director	Issuance of Grading Permit

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	<p>acres of occupied on- site habitat and the creation of a minimum of 75.0 additional acres of habitat for the species (approximately 34.5 acres upstream of and a minimum of 40.5 acres downstream of the Cemex USA quarry).</p> <p>On-site avoidance and preservation. On-site avoidance and preservation of occupied habitat shall contribute a total of approximately 316.2 acres to the existing 216.8-acre "SBKR Conservation Area." The acreage to be contributed shall support pioneer and intermediate RAFSS where SBKR populations are reported to reach their highest numbers and densities and mature RAFSS which are theorized to serve as refugia and sources for recolonization and repopulation following episodic flooding in active wash areas.</p> <p>On-site mitigation shall include restoration, creation, and preservation of approximately 34.5 acres of chamise chaparral within Neighborhood II above the 100-year floodplain that is immediately downstream of, and contiguous with, the "SBKR Conservation Area." The Applicant shall remove the chamise and other species detrimental to the SBKR (such as non-native grasses) and manage these approximately 34.5 acres to supplement the already established founder population (that utilizes the habitat in the "SBKR Conservation Area") within the wash upstream of the Cemex USA quarry operation. Individual SBKR within the impact footprint shall be salvaged and translocated to unoccupied rehabilitated habitat within the mitigation area.</p> <p>Off-site preservation and connectivity. In order to achieve adequate mitigation for impacts to occupied habitat downstream of the Cemex USA quarry, the Applicant shall remove chamise from and manage a total of 40 acres within off-site areas offering refugia habitat downstream of the Cemex USA quarry operations to assure a stable population in the downstream wash area. This shall be done by the Applicant in combination with a long-term management plan and managed in perpetuity within the existing Cemex USA mitigation area, San Bernardino County Sheriff woollystar preserve, San Bernardino County Flood Control conservation area, and/or Vulcan Materials Company's Cajon Creek conservation bank. The criteria for such off-site lands are: (1) upland refugia must be adjacent to active wash areas; (2) the minimum size of any single upland island/patch is 5 acres; and (3) upland refugia must have 80 to 90 percent of its interface between the active wash and upland (common perimeter) that is topographically passable by the species (not supporting steep escarpments) to ensure</p>		

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	<p>individuals have access to the wash. Individual SBKR shall be translocated from the impact areas to newly acquired and restored areas to assist with initial colonization.</p> <p>Refinement of mitigation program through consultation with USFWS. As required under the Federal Endangered Species Act, during the “formal” Section 7 consultation the USFWS will gather all relevant information concerning the proposed project and the potential project-related impacts on the SBKR and designated critical habitat, prepare a biological opinion with respect to whether the project is likely to jeopardize the continued existence of the species, and formulate alternatives and mitigation/conservation measures where appropriate.</p> <p>Among those measures to be considered by USFWS are those described herein. At its sole discretion, the USFWS may refine, expand, and/or substitute some of these measures, or parts thereof, based on its analysis and determination that such modifications are required to comply with federal law. Accordingly, as long as any such modified, different or substituted on-site or off-site habitat creation, restoration, enhancement and/or management measures are found by the USFWS to result in a SBKR conservation program that is at least as effective in mitigating the impacts to SBKR as proposed herein (as evidenced by a determination by USFWS that the proposed project will not jeopardize the continued existence of the SBKR or result in the adverse modification of its designated critical habitat), such measures may be substituted for the on-site and off-site habitat creation, restoration, enhancement and/or management measures identified herein.</p> <p>Avoidance and minimization of direct mortality of individuals. Construction-related mortality to individual SBKR shall be avoided through the design and implementation of a pre-construction trapping and relocation program. Key elements of this program shall include: (1) initial establishment of one or more receiver sites where suitable habitat is known to be unoccupied, is significantly below carrying capacity levels, and/or where scrub vegetation has been restored and colonization by the species has not occurred; (2) installation of exclusionary fencing at the limits of construction within suitable habitat areas; and (3) live-trapping of suitable habitat within construction areas and the relocation of trapped individuals to one or more biologically appropriate receiver sites.</p>		

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	<p>Implementation of the trapping and relocation program shall begin with the installation of appropriate exclusionary fencing to a height of three feet around all construction areas within occupied SBKR habitat. A qualified and permitted biologist shall then conduct live trapping of the construction area to the extent necessary to be confident that all SBKR have been removed and relocated. It is anticipated that live trapping and relocation shall be conducted one time prior to construction; however, follow-up monitoring of the silt fence integrity shall be preformed on a daily basis during construction. If at any point the fencing is compromised, construction shall be suspended in the area, repairs to the fence shall be made, and the trapping and relocation program shall be repeated.</p> <p>Minimization of indirect mortality of individuals. Edge effects, or mortality due to the “spillover” effects of development near and adjacent to areas preserved for the benefit of the species shall be minimized through design elements intended to buffer and avoid human-wildlife conflicts. Key elements shall include: (1) installation of a cat-proof fence at the perimeter of development where it abuts preservation areas, and the location of all pedestrian and vehicular routes and trails outside the fence (except any routes necessary solely for conservation activities within the preserved habitat areas or associated with any pre-existing easements); (2) prohibition of night lighting along the perimeter of preserved areas; (3) direction of all night lighting within development areas away from preserved areas; (4) installation of signage to direct human activity away from preserved habitat areas; (5) prohibition of unleashed dogs within preserved habitat areas; and (6) implementation of a homeowner’s awareness program to educate residents about the conservation values associated with preserved habitat areas.</p> <p>Long-term management of preserved habitat areas. All areas to be preserved as natural (undisturbed) biological open space to benefit the SBKR within the LCRSP study area, as well as all areas to be restored both on and off the site, shall be monitored biologically for five years and managed in perpetuity by an appropriate management entity. Monitoring of SBKR populations within the areas to be preserved shall take place over a five-year period to ensure the success of the mitigation efforts such that they provide suitable habitat for this species. On-going maintenance (e.g., fence and sign repair) and management (e.g., periodic vegetation thinning) shall be a part of the long-term management plan.</p>		

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No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	As determined by the Director, this plan shall be funded through a combination of up-front capital costs and revenue-generating, non-wasting endowment funded by the Applicant. If additional work is determined to be necessary after the five years of monitoring, the funds provided by the Applicant shall be such that they cover adaptive management necessary to meet the success criteria stated therein.		
5-8	Invasive Plant Management Plan. Prior to the commencement of any grubbing or grading activities, the Applicant shall submit and, when acceptable, the Director shall approve an invasive plant management plan, including, but not necessarily limited to: (1) preventive practices to avoid the transport and spread of weeds and weed seed during project development and operation; (2) a plan to control noxious weeds and weeds of local concern within designated open space areas; and (3) a strategy to educate construction personnel and homeowners in noxious weed identification and awareness. The invasive plant management plan shall incorporate weed prevention and control measures including, but not necessarily limited to: (1) use of only certified weed-free hay, straw, and other organic mulches to control erosion; (2) use of road surfacing and other earthen materials for construction that are certified weed free; and (3) use of only certified weed-free seed for the reclamation of disturbed areas.	Development Services Director	Issuance of Grading Permits
5-9	Prior to the commencement of any ground-disturbance activities within areas containing suitable or potentially suitable habitat, in accordance with applicable protocol requirements, if any, the Applicant shall conduct one additional survey for each of the following species: slender horned spineflower, least Bell's vireo, southwestern willow flycatcher, and coastal California gnatcatcher. Should individuals of any of these species be found to occupy the proposed area of disturbance, prior to the commencement of those activities, the Applicant shall obtain any requisite incidental take authorization in accordance with the requirements of the federal Endangered Species Act.	Development Services Director	Issuance of Grading Permit
5-10	Surface Water Diversion for Groundwater Recharge. If the Applicant is required to complete the levee repair work in Mitigation Measure 4-5, then prior to any ground disturbance for construction in Neighborhoods II or III, the Applicant shall first obtain binding assurances, acceptable to the City, from the LCWCA or its relevant member agencies, that no water diversions will be made by LCWCA member agencies using the inlet pipes to be installed in the Cemex USA South Pit levee unless the daily flow in Lytle Creek through the project site exceeds 80 cubic feet/second (cfs).	City Engineer	Issuance of Grading Permit

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No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
Transportation and Traffic			
6-1	As a condition to the issuance of final grading permits, the Applicant shall be responsible for the repair of any damage to roads resulting from the delivery of heavy equipment and building materials and the import and export of soil and other materials to and from the project site. Any resulting roadway repairs shall be to the satisfaction of the City, if within the City, or the County, if located in an unincorporated County area.	City engineer	Issuance of Grading Permits
6-2	<p>Traffic Control Plan. Prior to the issuance of the final grading plan for new major development projects, defined herein as 50 or more new dwelling units and/or 50,000 or greater square feet of new non-residential use, the Applicant shall submit and, when deemed acceptable, the City Engineer shall approve a traffic control plan (TCP), consistent with Caltrans' "Manual of Traffic Controls for Construction and Maintenance Work Zones," or such alternative as may be deemed acceptable by the City Engineer, describing the Applicant's efforts to maintain vehicular and non-vehicular access throughout the construction period.</p> <p>If temporary access restrictions are proposed or deemed to be required by the Applicant, the plan shall delineate the period and likely frequency of such restrictions and describe emergency access and safety measures that will be implemented during those closures and/or restrictions.</p>	City engineer	Issuance of Grading Permits
6-3	Construction Traffic Safety Plan. Prior to the issuance of the final grading permit for new major development projects, the Applicant shall submit and, when deemed acceptable, the City shall approve a construction traffic mitigation plan (CTMP). The CTMP shall identify the travel and haul routes through residential neighborhoods, if any, to be used by construction vehicles; the points of ingress and egress of construction vehicles; temporary street or lane closures, temporary signage, and temporary striping; the location of materials and equipment staging areas; maintenance plans to remove spilled debris from neighborhood road surfaces; and the hours during which large construction equipment may be brought onto and off the project site. The CTMP shall provide for the scheduling of construction and maintenance-related traffic so that it does not unduly create any safety hazards to children, to pedestrians, and to other parties.	City engineer	Issuance of Grading Permits

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No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
6-4(a)	<p>Project-Specific Intersection Mitigation. Should the level of project development generate trip levels exceeding those indicated at the following intersections (on an intersection by intersection basis), the Applicant shall cause to be completed the following improvements prior to the City's issuance of any certificates of occupancy for the level of development that causes the exceedance. This obligation does not apply to those intersections listed below at which (i) certain improvements have already been constructed and the "Sunnyvale" Analysis determined that such improvements would reduce project impacts to less-than-significant or (ii) the "Sunnyvale" Analysis determined project impacts would be less-than-significant due to the completion of the SR-210/SR-30 gap closure project and Glen Helen Parkway extension project.</p> <ul style="list-style-type: none"> ◆ I-215 Freeway Southbound On/Off Ramps & University Parkway (Study Intersection No. 7). Improve University Parkway to provide an exclusive right-turn lane in the Northbound direction and one left-turn lane, one left/through-shared lane, and one through lane in the Southbound direction. In order to accommodate the left-through-shared lane, modify the existing traffic signal to allow split phases for the Northbound and Southbound approaches. (Minimum trip levels: P.M. Peak Hour = 9,840.) ◆ I-15 Southbound On/Off Ramps & Glen Helen Parkway (Study Intersection No. 8). Install traffic signal. (Minimum trip levels: A.M. Peak Hour = 794; P.M. Peak Hour = 427, whichever is triggered first). This improvement need not be completed should the I-15/I-215 interchange improvements project described in the Traffic Study be constructed prior to project development exceeding the above minimum trip levels. ◆ I-15 Northbound On/Off Ramps & Glen Helen Parkway (Study Intersection No. 9). <i>(The "Sunnyvale" Analysis determined that the Project would not result in significant impacts at this intersection, due to the completion of the SR-210/SR-30 gap closure project and Glen Helen Parkway extension project.)</i> ◆ Lytle Creek Road & Sierra Avenue (Study Intersection No. 11). Restripe Lytle Creek Road and Sierra Avenue to accommodate one left-turn lane and two through lanes in the northwest-bound direction and one through lane and one through/right-shared lane in the southeast-bound direction. Install a traffic signal at this location. <i>(With the exception of the installation of the traffic signal, this improvement has already been constructed, and the "Sunnyvale" Analysis determined that additional mitigation is not</i> 	Development Services Director	Certificate of Occupancy

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No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	<p><i>required.)</i></p> <ul style="list-style-type: none"> ◆ I-15 Freeway Southbound On/Off Ramps & Sierra Avenue (Study Intersection No. 12). Improve Sierra Avenue to provide dual left-turn lanes and two through lanes in the northwest-bound direction and two through lanes and one free right-turn lane in the southeast-bound direction. Widen the Southbound off-ramp to accommodate one left-turn lane, one left/right-shared lane, and one right-turn lane. Install a traffic signal at this location. (Minimum trip levels: A.M. Peak Hour = 272; P.M. Peak Hour = 281, whichever is triggered first.) ◆ I-15 Freeway Northbound On/Off Ramps & Sierra Avenue (Study Intersection No. 13). Improve Sierra Avenue to provide dual left-turn lanes and two through lanes in the southeast-bound direction and two through lanes and one right-turn lane in the northwest-bound direction. Reconstruct the Northbound off-ramp to accommodate one left-turn lane, one left/through-shared lane, and one free right-turn lane. Install a traffic signal at this location. (Minimum trip levels: A.M. Peak Hour = 240; P.M. Peak Hour = 222, whichever is triggered first.) ◆ I-15 Freeway Southbound On/Off Ramps & Summit Avenue (Study Intersection No. 16). Restripe Summit Avenue to accommodate one additional left-turn lane in the Eastbound direction. <i>(The “Sunnyvale” Analysis determined that the Project would not result in significant impacts at this intersection, due to the completion of the SR-210/SR-30 gap closure project and Glen Helen Parkway extension project.)</i> ◆ I-15 Freeway Northbound On/Off Ramps & Summit Avenue (Study Intersection No. 17). Restripe the Northbound off-ramp to provide dual left-turn lanes and one right-turn lane. <i>(The “Sunnyvale” Analysis determined that the Project would not result in significant impacts at this intersection, due to the completion of the SR-210/SR-30 gap closure project and Glen Helen Parkway extension project.)</i> ◆ Riverside Avenue & Sierra Avenue (Study Intersection No. 18). Widen and restripe Sierra Avenue to provide dual left-turn lanes and two through lanes in the Southbound direction. Improve the intersection to allow a free right-turn from Riverside Avenue onto Sierra Avenue. Install a traffic signal at this intersection. (Minimum trip levels: A.M. Peak Hour = 258; P.M. Peak Hour = 247, whichever is 		

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No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	<p>triggered first).</p> <ul style="list-style-type: none"> ◆ Riverside Avenue & Linden Avenue (Study Intersection No. 22). Widen and restripe to provide one left-turn lane, one through lane, and one through/right-shared lane in the northwest-bound direction. (Minimum trip levels: A.M. Peak Hour = 250; P.M. Peak Hour = 210, whichever is triggered first.) ◆ Bohnert Avenue & Locust Avenue (Study Intersection No. 31). <i>(The “Sunnyvale” Analysis determined that the Project would not result in significant impacts at this intersection, due to the completion of the SR-210/SR-30 gap closure project and Glen Helen Parkway extension project.)</i> ◆ Casmalia Street & Alder Avenue (Study Intersection No. 34). <i>(The “Sunnyvale” Analysis determined that the Project would not result in significant impacts at this intersection, due to the completion of the SR-210/SR-30 gap closure project and Glen Helen Parkway extension project.)</i> ◆ SR-210 Freeway Westbound On/Off Ramps & Alder Avenue (Study Intersection No. 39). <i>(The “Sunnyvale” Analysis determined that the Project would not result in significant impacts at this intersection, due to the completion of the SR-210/SR-30 gap closure project and Glen Helen Parkway extension project.)</i> ◆ Easton Street & Ayala Drive (Study Intersection No. 55). Flare and restripe Easton Street in the Eastbound direction to accommodate an exclusive right-turn lane. Modify the traffic signal to include a right-turn overlap phase with the left-turn phase in the Northbound direction. <i>(This improvement has already been substantially constructed, and the “Sunnyvale” Analysis determined that additional mitigation is not required.)</i> ◆ Easton Street & Riverside Avenue (Study Intersection No. 56). <i>(The “Sunnyvale” Analysis determined that the Project would not result in significant impacts at this intersection, due to the completion of the SR-210/SR-30 gap closure project and Glen Helen Parkway extension project.)</i> ◆ Baseline Road & Alder Avenue. (Study Intersection No. 59). Flare and restripe Alder Avenue to provide one left-turn lane, one through lane, and one through/right shared lane in the Southbound direction. <i>(The “Sunnyvale” Analysis determined that the</i> 		

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No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	<i>Project would not result in significant impacts at this intersection, due to the completion of the SR-210/SR-30 gap closure project and Glen Helen Parkway extension project.)</i>		
6-4(b)	<p>Fair-Share Contribution. The Applicant shall equitably contribute to the implementation of identified improvements to the following project area and CMP intersections by paying a “fair share” of the cost of those improvements that is proportional to the Project’s contribution of traffic volumes at such intersections under cumulative conditions, as determined by the City and County, unless those improvements have already been implemented. These measures are included as part of those transportation improvements being funded by the City’s transportation development impact fees. The project will be required to pay into this fund, less any in-lieu credit for measures which the Applicant implements. In addition, should any of the intersections listed below not be part of a mitigation plan involving the improvement of such intersections that has been approved by the relevant agency, the Applicant would be required to contribute 100 percent of the cost of the improvement.</p> <ul style="list-style-type: none"> ◆ I-215 Freeway Northbound On/Off Ramps/Arrowhead Boulevard & Devore Road (Study Intersection No. 1). Install traffic signal. ◆ Cajon Blvd & Glen Helen Parkway (Study Intersection No. 3). Install traffic signal. ◆ I-215 Freeway Northbound On/Off Ramps & Palm Avenue (Study Intersection No. 4). Install traffic signal. ◆ I-215 Freeway Southbound On/Off Ramps & Palm Avenue (Study Intersection No. 5). Install traffic signal. ◆ Lytle Creek Road & Glen Helen Parkway (Study Intersection No. 10). Restripe Lytle Creek Road to accommodate one left-turn lane and two through lanes in the southeast-bound direction and two through lanes and one right-turn lane in the northwest-bound direction. Improve and restripe the Glen Helen Parkway approach at Lytle Creek Road to provide dual left-turn lanes and one right-turn lane. Install a traffic signal at this location. ◆ SR-210 Freeway Westbound On/Off Ramps & Riverside Avenue (Study Intersection No. 43). Flare and restripe Riverside Avenue to provide an exclusive right-turn lane in the Southbound direction. In addition, improve the SR-210 off-ramp to provide one 	Development Services Director	Tentative “B” Map Approval

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	<p>left-turn lane, left/through/ right shared lane, and one right-turn lane.</p> <ul style="list-style-type: none"> ◆ SR-210 Freeway Eastbound On/Off Ramps & Riverside Avenue (Study Intersection No. 44). Improve Riverside Avenue to provide two through lanes and two right-turn lanes in the Northbound direction and dual left-turn lanes and two through lanes in the Southbound direction. ◆ SR-210 Freeway Westbound On/Off Ramps & State Street (Study Intersection No. 47). Improve State Street to provide dual left-turn lanes and two through lanes in the Northbound direction and one through lane, one through/right shared lane, and one right-turn lane in the Southbound direction. ◆ SR-210 Freeway Eastbound On/Off Ramps & State Street (Study Intersection No. 48). Flare and restripe the Eastbound off-ramp to provide one left-turn lane, one left/through-share lane, and two right-turn lanes. Modify the traffic signal to accommodate a right-turn overlap phase for the off-ramp Eastbound approach and the Southbound approach on State Street. ◆ Highland Avenue & State Street (Study Intersection No. 49). Flare and restripe Highland Avenue to provide dual left-turn lanes, one through lane, and one through/right-shared lane in the Westbound direction and one left-turn lane, one through lane, one through/right-shared lane, and one right-turn lane in the Eastbound direction. ◆ Rialto Avenue & Cedar Avenue (Study Intersection No. 72). Flare and restripe Cedar Avenue to provide an exclusive right-turn lane in the Southbound direction. ◆ Merrill Avenue & Cedar Avenue (Study Intersection No. 74). Flare and restripe Cedar Avenue to provide an exclusive right-turn lane in the Northbound direction and Merrill Avenue to provide an exclusive right-turn lane in the Eastbound direction. Additional right-of-way may be required to implement this measure. 		
6-5	Study Area Roadways. Based on a schedule established by the City, in consultation with the County, the Applicant shall undertake the following non-intersection improvements to study area roadways. These improvements could, however, be implemented by SanBAG, the City, the Applicant, and/or by others. [1] Lytle Creek Road. Widen and restripe Lytle Creek Road from Glen Helen Parkway to Sierra Avenue to provide two through lanes in each direction.	City engineer	Tentative "B" Map Approval

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	[2] Glen Helen Parkway. Widen and restripe Glen Helen Parkway between Lytle Creek Road and Cajon Boulevard to provide two through lanes in each direction. [3] Sierra Avenue. Improve Sierra Avenue to provide two through lanes in each direction between Riverside Avenue and just north of Glen Helen Parkway. [4] Riverside Avenue. Widen and restripe Riverside Avenue between Sierra Avenue and Ayala Drive to provide two through lanes in each direction.		
6-6	<p>Freeway Study Segments. Those CMP freeway improvements that are located in the study area are described below: (1) add a high-occupancy-vehicle (HOV) lane in the NB and SB directions on I-15 Freeway between the I-215 and the I-10 Freeways; (2) add a mainline lane in the NB and SB directions on the I-215 Freeway between the I-15 and the SR-259 Freeway; (3) improve the I-215 Freeway between the SR-259 and the I-10 Freeways to provide four mainline and one HOV lane in the NB and SB directions; (4) improve the SR-210 Freeway between the I-15 Freeway and Highland Avenue to provide a total of three mainline lanes and one HOV lane in the WB and EB directions; and (5) add a mainline lane on the SR-30 Freeway between Highland Avenue and the I-10 Freeway in the WB and EB directions.</p> <p>In addition to those freeway improvements, other physical improvements to address the cumulative impact of overall regional growth could include the addition of one freeway lane on the segments below: (1) I-215 Freeway between Highland Avenue and Massachusetts Avenue (NB and SB); (2) I-215 Freeway between Massachusetts Avenue and SR-259 Freeway (NB and SB); (3) I-215 Freeway between SR-259 Freeway and Baseline Street (NB only); (4) I-215 Freeway between Baseline Street and 5th Street (NB and SB); (5) I-215 Freeway between 2nd Street and Mill Street (NB and SB); (6) SR-210 Freeway between Riverside Avenue and Pepper Avenue (EB only); (7) SR-210 Freeway between Pepper Avenue and State Street (WB and EB); and (8) SR-210 Freeway between State Street and I-215 Freeway (WB and EB). Based on an implementation schedule and in an amount to be established by the City, as developed in consultation with the County and Caltrans, the Applicant shall equitably contribute to the implementation of identified regional transportation system improvement by paying a “fair share” of the cost of those improvements. These measures are included as part of those transportation improvements being funded by the City’s transportation development impact fees. The project will be required to pay into this</p>	City engineer	Tentative “B” Map Approval

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No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	fund, less any in-lieu credit for measures which the Applicant implements.		
6-7	Prior to use by the Applicant of the off-site access road owned by the County connecting Neighborhood II to Highland Avenue, the Applicant shall meet with Vulcan Materials Company (Vulcan) representatives and develop a traffic management plan acceptable to Vulcan and the Applicant for the use of that roadway to allow Vulcan safe, uninterrupted use of the roadway for its commercial mining purposes.	City Engineer	Issuance of Grading Permit
Air Quality			
7-1	The Applicant shall water all active grading areas a minimum of three times per day (as opposed to two).	Building Inspector	Ongoing
7-2	All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.	Building Inspector	Ongoing
7-3	The Applicant shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall turn their engines off when not in use to reduce vehicle emissions. Construction emissions shall be phased and scheduled to avoid emissions peaks to the extent feasible and discontinued during second-stage smog alerts.	Building Inspector	Ongoing
7-4	The Applicant shall use line power instead of diesel- or gas-powered generators at all construction sites where ever line power is reasonably available.	Building Inspector	Ongoing
7-5	Unless required for safety reasons, during construction, equipment operators shall limit the idling of all mobile and stationary construction equipment to no more than five minutes. The use of diesel auxiliary power systems and main engines shall also be limited to no more than five minutes when within 100 feet of homes or schools while driver is resting.	Building Inspector	Ongoing
7-6	Active grading activities shall be limited to 10 acres per day or less when grading within 1,000 feet of residential receptors.	Building Inspector	Ongoing
7-7	The Applicant shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel- powered equipment operating at the project site throughout the project construction. The Applicant shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. These measures include the following: (1) Use Tier II (2001 or later) heavy-duty diesel-powered equipment at the project site; (2) Apply NOX control technologies, such as fuel injection timing retard for	City engineer	Issuance of Grading Permits

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	diesel engines and air-to-air cooling, and diesel oxidation catalysts as feasible; feasibility shall be determined by using the cost-effectiveness formula developed by the Carl Moyer Program; and (3) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions and keep all construction equipment in proper tune in accordance with manufacturer's specifications.		
7-8	If stationary equipment, such as generators for ventilation fans, must be operated continuously, locate such equipment at least 100 feet from homes or schools, where possible.	Building Inspector	Ongoing
7-9	Applicant shall ensure that the construction contractors utilize architectural coatings that contain a VOC rating of 75 grams/liter of VOC or less.	Development Services Director	Issuance of Building Permits
7-10	The Applicant shall, to the extent feasible, promote, support, and encourage the scheduling of deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.	Building Inspector	Ongoing
7-11	<p>The specific plan shall include design and development standards and plans describing and delineating the location of all planned bicycle paths, routes, and trails and, excluding street-adjacent sidewalks, pedestrian pathways located within the project boundaries.</p> <p>Bicycle and pedestrian facility plans shall illustrate the physical linkages between on-site residential, commercial, and publicly accessible recreational areas and show the connectivity between those on-site facilities and existing and proposed off-site facilities delineated on adopted City and County plans. Motorized and non-motorized travel routes shall be minimized to the maximum extent feasible.</p>	Development Services Director	Specific Plan Approval
7-12	During site plan review, due consideration shall be given to the provision of safe and convenient pedestrian and bicycle access to transit stops and to public transportation facilities.	Development Services Director	Tentative "B" Map Approval
7-13	Without forfeiting other development opportunities that may exist thereupon, development plans for Neighborhoods III or IV shall be revised to incorporate a park-and-ride/park-and-pool facility in proximity to the intersection of Sierra Avenue and Riverside Avenue (in the vicinity of PAs 27 or 33) or in an alternative location and of a size acceptable to the Director. Park-and-ride/park-and-pool facilities can be accommodated as part of or independent from	Development Services Director	Tentative "B" Map Approval

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	a commercial development thought the provision of on-site parking opportunities in exceed of the parking requirements otherwise imposed by that use, accommodated at the perimeter of a residential development through the incorporation of appropriate design elements, or accommodated in a non-conservation open space area where such use can be shown not be produce a deleterious biological resource impact.		
7-14	The Applicant shall provide covered transit benches at the park-and-ride/park-and pool facility and, should the local transit authority change existing and/or add new bus routes within the project site or along public roadways abutting the project site, at additional transit stops within the project boundaries.	Development Services Director	Tentative "B" Map Approval
7-15	The specific plan shall be modified to prohibit the on-site development of the following land uses: (1) heavy industrial; (2) landfills and transfer stations; (3) hazardous waste and medical waste incinerators; and (4) chrome plating facilities.	Development Services Director	Specific Plan Approval
7-16	Future purchasers of real property located within 500 feet of the I-15 Freeway right-of-way and within 500 feet of the main truck route and active mining areas at the Cemex USA quarry and the Vulcan Materials Company plant shall, in accordance with the disclosure requirements of the California Department of Real Estate, receive notification that residential occupants and other sensitive receptors may be exposed to excess cancer risks as a result of long-term exposure to toxic air contaminants, including diesel particulate matter, associated with diesel- powered vehicles traveling along and operating within those areas.	Development Services Director	Ongoing
7-17	All dwelling units within 500 feet of the I-15 Freeway right-of-way and within 500 feet of the main truck route and active mining areas at the Cemex USA quarry and Vulcan Materials Company plant shall incorporate an air filtration system designed to have a minimum efficiency reporting value (MERV) of 12 or better as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2.	City engineer	Issuance of Building Permits
7-18	Excluding pedestrian and bicycle trails, sensitive public recreational uses, such as active outdoor playground, shall be prohibited within 500 feet of the I-15 Freeway right-of-way and within 500 feet of the main truck route and active mining areas at the Cemex USA and Vulcan Materials Company quarries.	Development Services Director	Tentative "B" Map Approval

MITIGATION MONITORING AND REPORTING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
Noise			
8-1	Noise barrier shall be constructed along any residential lots and school sites adjacent to the I-15 Freeway, Lytle Creek Road, Glen Helen Parkway, Sierra Avenue, and Riverside Avenue. Depending on the final lot grade elevations relative to the roadway elevations, noise barrier height of ranging between 5-8 feet would reduce the traffic noise to 65 dBA CNEL at outdoor noise sensitive uses, including residential backyards and courtyards and school playgrounds. A higher noise barrier will likely be required to mitigate I-15 Freeway noise. Overall height of noise barrier can be achieved by solid walls, earthen berms or combination of walls and earthen berms. Final noise barrier height shall be assessed when the final site and grading plans are completed. Prior to the issuance of grading permits for development projects located along I-15 Freeway, Lytle Creek Road, Glen Helen Parkway, Sierra Avenue, and Riverside Avenue, an acoustical analysis shall be prepared by a qualified acoustical consultant and submitted to, and when deemed acceptable, accepted by the City Engineer. The report shall determine the need for any noise barriers or other mitigation strategies and, if required, identify noise barrier heights, locations, and configurations capable of achieving compliance with applicable City standards.	Development Services Director	Tentative "B" Map Approval
8-2	The interior noise environment of residential structures (habitable rooms) and school classrooms shall not exceed 45 dBA CNEL. Prior to the issuance of building permits for those uses, an acoustical analysis shall be prepared by a qualified consultant and submitted to, and when deemed acceptable, accepted by the City Engineer for all new residential and school developments where exterior areas are projected to be 65 dBA CNEL or higher at the project's build-out, documenting that an acceptable interior noise level of 45 dB Ldn (or CNEL) or below will be achieved with the windows and doors closed and identifying any design or development measures that would be required to achieve that standard.	City engineer	Issuance of Building Permits
8-3	Prior to the issuance of building permit for non-residential uses within the "Village Center Commercial (VC) district, an acoustical analysis shall be prepared by a qualified acoustical consultant and submitted to, and when deemed acceptable, accepted by the City Engineer demonstrating that an acceptable interior noise level of 45 dB Ldn (or CNEL) or below will be achieved for adjacent residential uses (including hotel, motel, transient lodging), office buildings, amphitheaters, auditoriums, meeting halls, movie theaters, churches, and other similar sensitive uses and that an acceptable interior noise level of 50 dB Ldn (or CNEL) or below will be achieved for retail commercial uses, banks, restaurants, and other similar uses	Development Services Director	Issuance of Building Permits

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	with the windows and doors closed and identifying any design or development measures that would be required to achieve those standards.		
8-4	To the extent feasible, schools and parks shall be designed to: (1) locate and orient vehicle access points, including pick-up and drop-off areas, away from noise sensitive uses; (2) locate loading and shipping facilities away from adjacent noise sensitive uses; (3) minimize the use of outdoor speakers and amplifiers oriented toward adjacent sensitive receptors; and (4) incorporate fences, walls, landscaping, and other noise buffers and barriers between the proposed use and other abutting noise sensitive uses.	Development Services Director	Tentative "B" Map Approval
8-5	Since the upper levels of residential units located adjacent to I-15 Freeway could be exposed to noise levels in excess of City standard, design plans for residential projects adjacent to the I-15 Freeway shall either exclude balconies facing the I-15 Freeway or incorporate noise barriers in the design of those balconies, such as transparent plexiglass, which would reduce freeway noise at those balconies to 65 dBA CNEL.	Development Services Director	Issuance of Building Permits
Public Services and Recreation			
9-1	Police Protection. The Applicant shall take such actions and pay such fees as may be reasonably imposed by the Rialto Fire Department (RPD) to ensure the timely provision of adequate and appropriate police protection and emergency services to the LCRSP and the uses authorized therein. This measure neither precludes the Applicant from identifying alternative actions and/or fees which can be demonstrated to result in the attainment of those same or similar objectives nor obligates the RPD to accept those alternative measures and/or fees in lieu of those identified by the RPD. If consensus cannot be reached between the RPD and the Applicant, the City Council shall establish the actions and fees applicable to the proposed project. Should the City subsequent adopt an impact fee program for police protection services, unless a substitute measure(s) is imposed by the City, payment of applicable impact fees would effectively mitigation project-related impacts upon police protection services and serve to fulfill the Applicant's obligations hereunder.	Police Chief	Specific Plan Approval
9-2	Police Protection. As specified by the RPD and in accordance with Section 505.1 (Premise Identification) in Chapter 15.28 (Fire Code) in Title 15 (Building and Construction) of the City Municipal Code, final design plans for individual residential and non-residential development projects shall include clearly visible street address signs and/or building numbers to allow for ease of identification during both day and nighttime periods and facilitate emergency	Development Services Director	Issuance of Building Permits

MITIGATION MONITORING AND REPORTING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	response.		
9-3	Police Protection. Prior to the issuance of building permits for new construction projects, the RPD shall be provided the opportunity to review and comment upon building plans in order to: (1) facilitate opportunities for improved emergency access and response; (2) ensure the consideration of design strategies that facilitate public safety and police surveillance; (3) offer specific design recommendations to enhance public safety; and (4) through the incorporation of “crime prevention through environmental design” (CPTED) strategies, reduce potential demands upon police services.	Police Chief	Issuance of Building Permits
9-4	Fire Protection. Prior to the issuance of building permits for any habitable use in Neighborhoods I and IV, the Applicant shall demonstrate to the satisfaction of the Rialto Fire Department and/or to the agency with fire protection and emergency jurisdiction over that area that National Fire Protection Association 1710 response standards can and will be satisfied prior to the issuance of any occupancy permits within those areas.	Fire Chief	Issuance of Building Permits
9-5	Fire Protection. At the time of building permit issuance, the Applicant shall pay to the City of Rialto Development Impact Fees for fire protection, based on the number of residential units or square footage of non-residential development included in each permitted building. Such fees shall be paid in accordance with the fee schedules set forth in the proposed Pre-Annexation and Development Agreement (Development Agreement) between the City and the Applicant. If such a Development Agreement is not approved, such fees shall be paid pursuant to the City’s Fire Protection Services Development Fee program under Chapter 3.60 of the City of Rialto Municipal Code.	Fire Chief	Issuance of Building Permits
9-6	Schools. Prior to the issuance of any building permits for residential and/or non-residential uses within the boundaries of the Rialto Unified School District (RUSD), the Fontana Unified School District (FUSD), and/or the San Bernardino City Unified School District (SBCUSD), the Applicant shall present the City with a certificate of compliance or other documentation acceptable to the City demonstrating that the Applicant has complied with applicable school board resolutions governing the payment of school impact fees and/or has entered into an Assembly Bill 2926-authorized school facilities funding mitigation agreement with the applicable school district(s) or is exempt from the payment of school impact fee exactions.	Development Services Director	Issuance of Building Permits
9-7	Schools. Prior to the recordation of any final “B” level subdivision map (excluding any “A” level subdivision map for financing purposes only) specifying the location for a new public	Development Services	Tentative “B” Map Approval

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	school site(s), the Applicant shall present the City with documentation, acceptable to the City, evidencing that the location, configuration, and size of the proposed school site has been found acceptable or has been found conditionally acceptable by the public school district in whose jurisdiction the site is located. The City, at its discretion, may condition the approval of the final subdivision map and/or any subsequent entitlements therein upon the fulfillment of any conditions subsequent or the Applicant's performance of such other actions as may be reasonably anticipated to produce compliance with conditions identified by that school district.	Director	
9-8	Parks and Recreation. Prior to the recordation of any "B" level subdivision map (excluding any "A" level subdivision map for financing purposes only) affecting lands upon which a regional trail segment has been identified in the "County of San Bernardino General Plan" (e.g., "Open Space – A Plan for Open Space and Trails for the County of San Bernardino"), the Applicant shall submit and, when acceptable, the City shall approve a "regional trail component plan" addressing the Applicant's plans to implement any on-site segments of those identified trails, including preservation of rights-of-way, recordation of easements, and applicable design and development standards governing the construction, operation, and maintenance of those trail segments, if any.	Community Development Director	Tentative "B" Map Approval
9-9	Parks and Recreation. To the extent that the Applicant seeks to apply the dedication and/or physical improvement of any lands designated "open space/joint use" in the LCRSP against City-imposed Quimby Act obligations, the City, at its sole discretion, shall determine to what extent, if any, such dedication and/or physical improvement constitutes an off-set against the Applicant's obligations under Chapter 17.23 (Park and Recreation Facilities Dedication) in the City Municipal Code.	Community Development Director	Tentative "B" Map Approval
9-10	Parks and Recreation. Prior to the recordation of the first "B" level subdivision map (excluding any "A" level subdivision map for financing purposes only), the Applicant shall execute a park-dedication agreement, in a form acceptable to the City, stipulating: (1) the type, quantity, location, and timing of any real property to be dedicated to the City; (2) any improvements thereupon which will be undertaken by the Applicant; and (3) identifying the party or parties that will be responsible for the maintenance of those lands. The land to be dedicated shall be suitable for public use as parks, trails, and/or active open space, as shall be determined in the sole discretion of the City and the City shall not be required to accept land which, in the sole discretion of the City, is not useable for parks, trails, and/or active	Community Development Director	Tentative "B" Map Approval

MITIGATION MONITORING AND REPORTING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	open space or which would require extensive expenditures on the part of the City to make usable or which possess environmental conditions or constraints that would preclude their use for public park and recreational purposes. If deemed applicable, the City may require that the Applicant provide a bond or other instrument acceptable to the City ensuring the Applicant's performance under that agreement.		
Utilities and Service Systems			
10-1	Water Supply. Prior to the issuance of any grading permits, the Rialto Fire Department shall review and, when deemed acceptable, approve final water improvement plans including, but not limited to, the location, sizing, design, and capacity of any proposed water storage tanks, water mains, and fire hydrants to ensure the sufficiency of fire storage and delivery capacity and compliance with applicable City requirements.	Fire Chief	Issuance of Grading Permits
10-2	Water Supply. Prior to the issuance of grading permits, fire hydrants shall be installed in compliance with applicable code requirements (e.g., Section 10.301 of the Uniform Fire Code) or, if fire flow requirements cannot be fully satisfied from existing on-site fire hydrants and mains, alternative fire flow delivery measures acceptable to the Chief Officer of the Fire Department (Fire Chief) serving the jurisdiction shall be formulated and make conditions of grading permit approval. Prior to permit issuance, a letter of compliance or similar documentation shall be submitted to the City Engineer by the Fire Chief or designee.	City engineer	Issuance of Grading Permits
10-3	Water Supply. Prior to the issuance of any building permits, the Applicant shall deliver to the City a will-serve letter or similar documentation from the project's water purveyor, as may be acceptable to the City Engineer, documenting the availability and sufficiency of water supplies to serve the proposed development.	City engineer	Issuance of Building Permits
10-4	Wastewater. Prior to the issuance of building permits for any use that generates additional sewer flows, the City Engineer shall verify that adequate sewer capacity is in place to accommodate that development. This measure neither obligates the City to fund nor stipulates a performance schedule whereby any publicly funded improvements to the City's sewer collection and treatment system shall be implemented.	City engineer	Issuance of Building Permits
Cultural Resources			
12-1	Prior to the issuance of any grading permits in Neighborhoods II, III, and IV, the Applicant shall retain a qualified cultural resources consultant, meeting the United States Secretary of	Development Services	Issuance of Grading Permits

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	the Interior's Professional Qualification Standards for Archaeology or Architectural History, to prepare and submit to the City of Rialto and the California Historical Resources Information System San Bernardino Archaeological Information Center (CHRIS-SBAIC) a National Register nomination form for the Fontana Union Water Company Spreading Ground, incorporating SBR-6698H and SBR-6705H.	Director	
12-2	The Applicant shall develop and incorporate into the project planning a preservation plan for a representative portion(s) of the southern intact sections of SBR-6698H. The preservation plan shall be developed by a qualified archaeologist or architectural historian meeting the United States Secretary of the Interior's Professional Qualification Standards for Archaeology or Architectural History. The preservation plan shall include a detailed map of the intact portions of SBR-6698H, place those portions in perpetual open space, and present interpretive information about the site and its history accessible to the public. Interpretive information shall include, but may not be limited to, appropriate informative signage and public access. The preservation plan shall be submitted to the City and the California Office of Historic Preservation and, when deemed acceptable, shall be accepted by the Development Services Director (Director) prior to issuance of grading permits in Neighborhoods II, III, and IV.	Development Services Director	Issuance of Grading Permits
12-3	<p>In the event that in-situ preservation of the Fontana Union Water Company Spreading Ground is infeasible, as an alternate to and in lieu of Mitigation Measure 12-2, intact portions of the Fontana Union Water Company Spreading Ground (as identified during preparation of the National Register nomination form) that will be directly or indirectly impacted by the project's development shall be documented by means of a Historic American Landscape Survey (HALS) recordation, Level II. This level of documentation includes large-format archival- quality black-and-white photographs linked to a detailed site plan and a written narrative. Completion of the HALS recordation, including acceptance by the Director, shall be implemented prior to the issuance of any grading permits in Neighborhoods II, III, and IV. This documentation shall be prepared by a qualified architectural historian or historic landscape architect and a photographer experienced in Historic American Building Survey/Historic American Landscape Survey (HABS/HALS) photography.</p> <p>The overall landscape layout, structural elements, and features, as well as the property setting and contextual views shall be documented. Original archival prints and negatives of</p>	Development Services Director	Issuance of Grading Permits

MITIGATION MONITORING AND REPORTING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	the photographs shall be submitted to the Library of Congress. Original archival prints shall also be submitted to the California State Archives. Archival copies of the documentation shall be distributed to the CHRIS-SBAIC and the Rialto Public Library.		
12-4	Prior to the issuance of any grading permit in Neighborhood IV, a qualified paleontologist meeting the qualifications established by the Society of Vertebrate Paleontologists shall be retained by the Applicant and approved by the City to develop and implement a paleontological monitoring plan. The monitoring plan shall be submitted to and, when deemed acceptable, accepted by the Director. Where deemed applicable in the judgment of the Director, the monitoring plan shall be imposed as a condition to the issuance of grading permits in Neighborhood IV.	Development Services Director	Issuance of Grading Permits
Aesthetics			
13-1	The project design shall include a detailed “freeway edge treatment” which incorporates both extensive landscaping and a 15-foot wide landscape easement adjacent to the freeway in the developed portions of Neighborhoods I and IV. Although no landscaping is proposed within the Caltrans’ right-of-way, trees and shrubs selected for their height and visual appearance shall be utilized to create a landscaped edge that will serve as a visual screen separating the freeway from on-site land uses, will serve to demarcate the project site, and will frame the development that will occur beyond. A landscape plan shall be submitted to the City and approval by the City prior to the recordation of the final “B” level subdivision map.	Development Services Director	Tentative “B” Map Approval
13-2	Development projects proposed in all neighborhoods shall incorporate landscape buffer areas along those major arterial highways within and abutting those neighborhoods and shall incorporate decorative wall and fence treatments and architectural details designed to enhance the visual appearance of those neighborhoods, allowing for individual identity while including unifying design elements consistent with the development standards and design guidelines set forth in the LCRSP. A landscape plan shall be submitted to the City and approved by the City prior to the recordation of each final “B” level subdivision map within all neighborhoods.	Development Services Director	Tentative “B” Map Approval
13-3	Where feasible, because of projected long-term water demands, landscape vegetation shall be comprised of drought tolerant and low-water consuming species that provide color and a visual softening to the hardscape structures that comprise the built environment. The	Development Services Director	Tentative “B” Map Approval

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	landscape plan shall include a mix of such species and shall be approved by the City prior to recordation of the final "B" level subdivision map.		
13-4	Areas that have been mass graded to accommodate later development upon which no project is immediately imminent shall be hydro-seeded or otherwise landscaped with a plant palette incorporating native vegetation and shall be routinely watered to retain a landscape cover thereupon pending the area's subsequent development. The landscape plan shall include a mix of such species appropriate for hydro-seeding and shall be approved by the City and appropriate fire departments (City and/or County) prior to the issuance of grading permits.	Development Services Director	Issuance of Grading Permits
13-5	Until such time as the existing El Rancho Verde Golf Course property area is redeveloped as part of the Project, the Applicant shall provide ongoing maintenance to the golf course, including weed abatement, every 8 weeks.	Code Enforcement Division	Ongoing

Source: City of Rialto, Development Services Department